

Miriam Lens

From: Sherman Lewis [REDACTED] on behalf of Sherman [REDACTED]
Sent: Tuesday, April 26, 2011 6:19 PM
To: Bill Quirk; Barbara Halliday; Erik Pearson; Fran David; Francisco Zermeno - Forward; Michael Sweeney; CityClerk; Robert Bauman; Marvin Peixoto; Mark Salinas; Sara Buizer; David Rizk; Richard Patenaude; Olden Henson; John DeClercq
Subject: Comments on Staff Report on DSEIR for South Hayward Form Code

Comments on the staff report on the Draft Supplemental Environmental Impact Report for the South Hayward BART/Mission Boulevard Form-Based Code

Impact Air-2: ... "Development ...would bring additional uses involving sensitive receptors, which could include residences, schools, day care centers, playgrounds, and medical facilities, to sites exposed to increased health risks from vehicle emissions along Mission Boulevard (Highway 238)."

Translation: Car-oriented development will increase air pollution for people nearby.

Note: The sensitive receptors are oxygen-based life forms, not buildings.

Question: Is Mission still 238 or was the route designation rescinded by the CTC last summer?

"To mitigate these impacts..., it is recommended that an overlay zone be established.... The mitigation measure would require: (a) shielded or buffered outdoor areas for sensitive receptors; (b) installation of compliant air filtration systems for buildings containing sensitive receptors; or (c) in lieu of items (a) and (b), demonstrate through a Health Risk Assessment that no threat to health exists...."

Shielded or buffered? Air filtration to remove ozone, carbon monoxide, and carbon dioxide? More pollution with no health threat?

This policy is using words to pretend to be doing something. It is of a piece with the BAAQMD PSD decision on the RCEC in the face of kids getting asthma from the existing pollution east of the plant along the 880 corridor-as documented by Alameda County Health and admitted by the BAAQMD.

The Form Based code assumes, even requires, an abundance of "free" parking and auto-dependency and ignores the opportunity for cost-effective and sustainable alternative policies as I have put forward for South Hayward (unbundling; transit-oriented public works requirements; eco-pass; parking benefit districts; an Access Authority; high-tech parking charges based on vacancy rates and willingness to pay; short-distance, dense corridor, RFP-based shuttle service; shared parking; parking charge-shuttle equilibrium; car-free lifestyle, pedestrian, mixed use design).

Impact Traf-1: Hayward, historically, has only built more pavement and more parking structures.

Don't expand pavement. Get briefed on induced demand, peak oil and gas prices, the limits on traffic modeling, and how to change urban systems incrementally.

Develop policies that reduce auto trip generation. The US is in for a big surprise: too much pavement. The city that sees it coming and plans for a more efficient, productive economy, will be successful. Don't let form code also force car-dependency. Put the traffic into efficient vehicles. Ask staff how to make this happen. Your staff transportation tool kit is a hammer. No wonder they only recommend more nails.

Discussion of car traffic: abundant.

Discussion of alternatives: missing.

Search terms:

unbundling no match

eco pass no match

transit, transit capital, transit operating no matches shared parking no match willingness to pay no match parking charges, parking management no matches shuttle no match corridor no match bus service no match ridership no match headways no match dwell time no match frequency no match door to door no match travel time, travel cost no matches elasticities no match car-free no match

I took a look at <http://www.hayward-ca.gov/forums/SHBARTFBC/shbartfbcforum.shtm>, where I found

<http://www.hayward-ca.gov/forums/SHBARTFBC/pdf/2011/Revised%203-15-2011%20S%20Hayward%20BART%20Form-Based%20Code.pdf>,

which seems to be the Form-Based Code, one of the documents before Council.

I also looked at the PowerPoint at Item #1 - SH BART FBC Draft SEIR on the agenda website.

However, I was unable to find any Draft Supplemental Environmental Impact Report or traffic analysis.

Sherman Lewis, President

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April 26, 2011